

Montana and the Sky



Vol. 35, No. 11

MONTANA AERONAUTICS DIVISION

November 1984

BEECH PRESIDENT SPEAKS OUT FOR FBOs

In a speech to the National Association of State Aviation Officials meeting in Wichita in October, James S. Walsh, president of Beech Aircraft Corporation, expressed grave concern for the survival of the fixed base operators of the nation. Beech Aircraft Corporation owns the largest network of FBOs in the world. Walsh stated his belief that without FBOs offering modern facilities that traveling business people need, general aviation will cease to exist.

According to Walsh, in the late 1970s and early '80s many FBOs survived on the proceeds of new aircraft sales with other portions of their operations operating at little or no profit. Today that is not feasible. The modern FBO is a mini-conglomerate made up of many—a fueling sales business, air transportation business, flight training business, maintenance business, and the new and used aircraft sales. Each of these elements must make a contribution to overall profit if the FBO is to survive.

In today's business climate, the FBO must pursue aggressive expansion and modernization of facilities. Hangars and buildings left over from World War II are no longer adequate. This requires the willingness to invest millions of dollars in these fixed base operations and to dedicate highly qualified and trained personnel to their success.

Unfortunately, in many instances local airport authorities have instituted policies that greatly inhibit such private investment. Among the worst of these policies are the short

term leases. Leases on some airports are revokable in as short a period as 90 days. Leases, under which the ownership of the brick and mortar reverts to municipal ownership in as little as five years, are being demanded. Many leases are for as long as twenty years but require reversion of ownership to the airport authority of all the facilities. This amounts to confiscation of private property. Some airport authorities will invest public money in brick and mortar and fuel farms to provide facilities for an FBO. The price, however, is usually a very short term lease.

These policies inhibit private investment and discourage entrepreneur participation and dedication of highly qualified people to the FBO business for the long term. They encourage a short term outlook of those who might get into the business to make a quick buck or who get into the business with inadequate capital resources to provide the kind of service and facilities deserved by the community and general aviation.

Walsh stated his belief that American business, the FAA, and the rest of federal, state, and local government as well as all aspects of American society (which all have a stake in general aviation) have a very real interest in seeing that a strong system of financially healthy FBOs exists throughout the country. He urged a review of the policies of airport authorities in all communities relative to FBOs to see that they encourage private investment and long term commitment to general aviation.

Conference Plans Being Formulated

Plans are moving forward for the Statewide Aviation Conference scheduled for March 7-9. The Aeronautics Division has sent letters to aviation related firms inviting their participation, and invitations have been extended to national associations for luncheon and banquet speakers.

The Great Falls Hangar of the Montana Pilots Association has volunteered to be the host organization and make arrangements for facilities in Great Falls where the Conference will be held.

The Conference will include seminars and workshops of interest to the aviation community and the flying public as well as exhibits by industry representatives. The Aviation Mechanics Seminar, sponsored yearly by the Aeronautics Division, will be held in conjunction with the Conference; and seminar sessions for the mechanics will also be open to all interested Conference participants.

Although still somewhat tentative, plans are for Conference registration to begin the evening of March 6 and continue the morning of March 7. The Conference will kick off at 9:00 a.m. on Thursday, March 7. The Mechanics Seminar will begin at 1:00 p.m. on Thursday and conclude Saturday afternoon, March 9. Included in the plans will be a banquet on Saturday evening, March 9.

Watch future issues of *Montana and the Sky* for further details, but mark calendars now to attend.

Administrator's Column

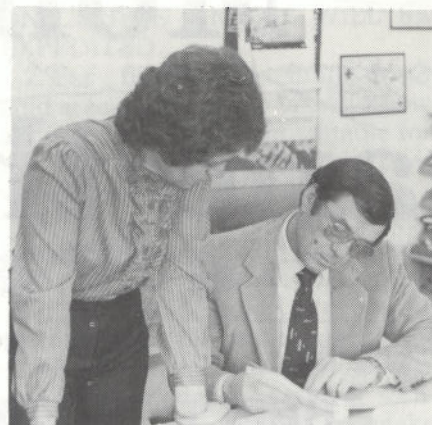
Flight Service Station Hearing. In response to the many phone calls from interested persons regarding the FAA's surprise announcement to place the consolidated Flight Service Station in Billings, a hearing, chaired by Congressman Pat Williams, was held at the Montana Aeronautics Division on November 3. Representatives of the communities who submitted bids to the FAA for the consolidated Flight Service Station presented their positions and views to Congressman Williams and staff officials of Senators Melcher and Baucus. Testimony submitted clearly expressed a unanimous feeling of strong dissatisfaction accusing the FAA of deceptive conduct in awarding the Flight Service Station to Billings in view of the fact that they did not follow the FAA's bidding procedures. As a matter of fact, Billings did not submit a bid at all. The communities plan to prepare itemized cost figures and to meet again soon to decide whether to file legal action in federal court or to take action through the Montana congressional delegation to cause a congressional investigation.

* * * * *

Airport Licensing Hearing. The Montana Aeronautics Board will hold a hearing December 14, 1984, to formally receive comments on the Aeronautics Division's proposed rules for airport licensing. This action is in response to District Judge Loble's August 2 order for the Aeronautics Division to begin licensing airports. Judge Loble's decision is based upon the 40-year-old statute which has never been implemented. It is not clear why the old Aeronautics Commission never licensed Montana airports. However, it may have been due to conflicting statutes—one being permissive and the other being mandatory. In any case, this has now been clarified by Judge Loble's order. There is a significant financial impact for the Aeronautics Division in that it is estimated that it will cost about \$60,000 annually to perform this new task; and in addition, the judge awarded attorney fees and court costs to the Seeley Lake Homeowners Association who filed the suit leading to the judge's order. Anyone interested in submitting testimony regarding the proposed airport licensing rules is encouraged to attend this hearing.

* * * * *

MAMA Meeting. Congratulations go to Monte Eliason, manager of Glacier Park International, for his efforts in chairing the Montana Airport Managers Association meeting in Kalispell October 24-26. Discussion topics covered a wide range of subjects of interest to managers of large and small airports alike. It was an interesting, well-attended meeting.



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CFR SCHOOL HELD

The Montana Aeronautics Division assisted 14 Montana firefighters from Kalispell, Missoula, Havre, Lewistown, and Miles City with tuition and room for the fifteenth annual Crash-Fire-Rescue School held at Great Falls International Airport October 1-5, 1984.

Fifty-two airport firefighters from four states completed the comprehensive training for airport/aircraft firefighting, meeting the FAA's certification requirements as well as the objectives of the National Fire Protection Association and the International Fire Service Training Association.

Classroom training included: science of fire, fire prevention, disaster planning, airport familiarization, protective equipment, and forcible entry techniques. "Hot drill" allowed the firefighters to extinguish flammable liquids using water spray, AFFF, dry chemical, and other agents. Aircraft rescue training was also provided in a mock-up aircraft filled with dense smoke.



Sperling Dies in Kansas Accident

His Montana friends will be saddened to learn of the death of Wayne Sperling in an automobile accident on October 4. Wayne owned and operated the Aircraft International Delivery Service in Wichita, Kansas, and delivered aircraft throughout the United States, South America, and parts of Europe.

Wayne was born in South Dakota but moved with his family to Butte where he finished school. He got his pilot training and license while in Butte by doing odd jobs around the airport to get an hour or so of flight instruction. He received his flight instructor and instrument ratings while employed by Bert Mooney Airport in Butte.

Later, Wayne got his multi-engine rating in Billings and in 1964 moved to Miles City to work for Miles City Aero as a pilot and flight instructor. He taught many eastern Montana pilots to fly before leaving Miles City in 1967.

Wayne was a member of the Montana Pilots Association and the Miles City Lions Club. He attended the first Flight Instructor Refresher Seminar ever held in Montana conducted by the Montana Aeronautics Commission. He was a life member of the Antique Aircraft Association of America, a charter member of the Wichita Aircraft Historical Society of Kansas, the Veterans of Foreign Wars, and the American Legion.

MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

CALENDAR

Dec. 13-14 - Aeronautics Board Meeting, Helena.

Jan. 23-26 - MATA Convention, Great Falls.

March 1-3 - Winter Survival Clinic, Helena and Lincoln.

March 7-9 - Aviation Mechanics Refresher Seminar, Great Falls.

March 7-9 - Statewide Aviation Conference, Great Falls.

March 22-24 - Flight Instructor Refresher Clinic, Helena.

April 28-May 1 - NATA Convention and Trade Show, Las Vegas, Nev.

Sept. 13-15 - Mountain Search Pilot Clinic, Kalispell.

LAUREL AIRPORT "JUMPING"

By: *Steve Romines, President
Big Sky Parachute Club*

Skydiving, aerobatics, flour bombing, television cameras, and a hangar dance with a live band celebrated the grand opening of the new FBO at the Laurel Airport—Dee Bar OH (D-O) Aviation—on Sunday, October 14.

Owner Rich Sanford, dedicated to bringing "grass roots" fun back to flying in the area, has a complete fixed wing and helicopter maintenance facility, with 80 and 100 av gas available. Skydiving activities and training happen every weekend at the airport, home base for the Big Sky Sport Parachute Club.

Ultralight rides, instruction and sales are available on days without wind. Old fashioned tail dragger, aerobatic, and helicopter instruction programs are planned, along with the mountain man tail dragger club.

The local skydivers also welcomed back local television celebrity Lee Lareva, who made his 20th year anniversary parachute jump—after being away from the sport for 17 years.

Flying Farmers Meet in Glasgow October 5-7



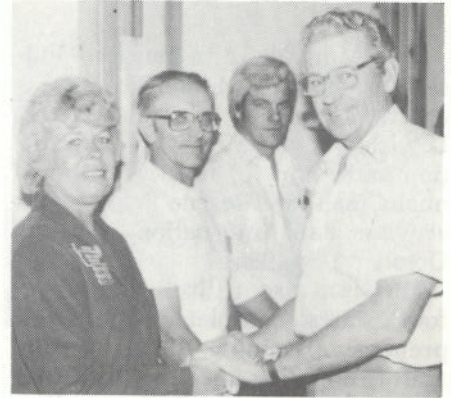
John Green (at the podium), immediate past president of the International Flying Farmers from Alberta, presides at installation ceremonies for new officers: (from left) Leona Strouf, Moccasin, president; Albert Flikkema, Bozeman, vice president; Tom Hanson, Opheim, director; Gary Nelson, Moore, secretary-treasurer; Frank Kummerfeldt, Nashua, director; Dick Strouf, Moccasin, director; Marilyn and Jim Lewis, Helena, newsletter.



Immediate past Queen Gayle Johnson, Wolf Point, speaks to a session.



Dick Markle, Glasgow, gives a report during a business session. Seated is Ken Bogar, Opheim, selected as Man of the Year.



Offering congratulations to Leona Strouf is John Green, past president of IFF. Al Flikkema and Tom Hanson look on.



Elected Woman of the Year, Marilyn Lewis also served as Secretary-Treasurer in 1984.



New Queen Meridith Kummerfeldt and Consort Frank greet Mary Goodwin, queen of Alberta, Canada, Flying Farmers, and Farmettes.



Conventions can be hard on a person, but with Mom's lap for a pillow, you can make do. "Mom" is Carol Fachner, Wolf Point.

Antique Fly-In Held in Three Forks

September 8-9



This Staggerwing Beech belonging to Robert Hoff, Idaho Falls, took the first-place prize.



Three "antiquers" at Three Forks were Hap Hall, Lewistown; Larry Larson, Molt; and Mike Kosta, Billings.



Vivienne Schrank poses with Wayne Edsall beside his Fleet at the MAAA Fly-In just before he took her for a ride.



A Luscombe dating from the 1940s was brought to the fly-in by owner Dan James, Butte.



Al and Thelma Newby pause for a photo at the Three Forks fly-in.



This little Clipper belongs to Harold VanderMolen of Amsterdam. He bought it in Oshkosh this summer and brought it home on a trailer.

AIRPORT MANAGERS MEET IN KALISPELL

The fall meeting of the Montana Airport Managers Association was held October 24-26 at the Outlaw Inn in Kalispell. Monte Eliason, manager of Glacier Park International, chaired the meeting.

Sessions included such topics as licensing Montana airports, commuter airlines, airport negotiations, airport insurance, and fueling problems.

The conference concluded with a MAMA business meeting during which legislation for the 1985 session was discussed. The spring meeting will be held in conjunction with the Statewide Aviation Conference in Great Falls March 7-9.



Montana airport managers participate in a discussion at the meeting in Kalispell.



Gary Buchanan, director of the Department of Commerce, uses a "visual aid" in his discussion of the importance of commuter airlines. Also on the panel were Ed Storer (left of the podium), manager of the Casper-Natrona County Airport in Wyoming, and Terry Marshall (far right), president of Big Sky Airlines, Billings. At far left is Monte Eliason, panel moderator and chairman of the Conference.



Bruce Putnam, director of aviation at Billings Logan Field, makes a point during a discussion.



Discussing airport licensing were (from left) Brinton Markle, attorney for the Department of Commerce, Mike Ferguson, Aeronautics administrator, and Sig Ugrin, member of the Aeronautics Board and manager of Miles City Airport.



Bob David, FAA, Washington, D.C., was one of three FAA officials on a panel discussing funding airport improvements. The others were Jim Houghton, Helena, and George Paul, Seattle. Panel moderator was Russ Pankey, manager, Johnson-Bell Field, Missoula.

NEW NAV AIDS INSTALLED

By: Jerry Burrows
Aviation Representative

Navigational Aids - NDBs. Four new solid state nondirectional radio transmitters have been placed into service replacing obsolete low power tube-type equipment.

Roundup (RPX 362 kHz) is now operating at 50 watts with a complete new system: poles, underground counterpoise wiring, power supply, etc. We did reuse the building.

New equipment has also been installed at **Conrad** (CRD 293 kHz), **Forsyth** (FOR 236 kHz), and **Plentywood** (PWD 251 kHz). We hope the FAA will approve raising the power to 50 watts for these stations in the near future. They are presently operating on 25 watts.

Try them out and let us know what you think—range, keying, etc.

Unicom. Airports with new unicom stations include the **Sunday Creek** strip (Pearcy Aviation just north/northeast of the Miles City Airport) and an off-airport site, **Big Horn Angler**, serving the **Fort**

Smith Airport. Both will operate on 122.8 MHz.

The Fort Smith station will be off the air December 1 through March 15 annually until other arrangements can be made.

Both **Empire Airways** and **Minuteman Aviation** in Missoula can be reached on 122.95 MHz.

The runway light radio controller at **Big Sandy** is now operational. The runway lights will remain on until about 2300 when the timer will switch them off. For the remaining night time, click your mike five times in five seconds for fifteen minutes of runway lights. The rotating beacon remains on all night as does the windsock light.

Our Airport Services Program provides airport aids at one-half cost. These include unicom, runway light radio controllers, rotating beacons, and runway lighting. We also handle bulbs for airport lighting systems, beacons, etc., at substantial savings through our state contract. Windsocks and beacon and runway lights spare parts are also available.

More on NDBs

Choteau. CHX 269 kHz. We applied for an instrument approach for the Choteau Airport utilizing the state-owned NDB some time ago with the FAA. It appears that this soon may become a reality.

Following are some excerpts from the FAA Airspace Docket No. 84-ANM-13, dated September 12, 1984: "The FAA is considering...to provide controlled airspace for the benefit of aircraft conducting instrument flight rules (IFR) activity. Establishment of the transition area at Choteau...is necessary since there is a new IFR procedure to the Choteau Airport.

"Choteau, Montana, Transition Area (new) 'that airspace extending upward from 700 feet above the surface within a 9-mile radius of the Choteau NDB (47°49'30" N. Lat/112°09'55" W. Long).'"

A full copy of this notice may be obtained from the FAA or our office. Comments should be mailed to arrive by December 13, 1984 to:

Manager

Airspace Procedures Branch,
ANM-530

Federal Aviation Administration
17900 Pacific Highway South
C-68966

Seattle, WA 98168

Refer to Docket #84-ANM-13.

Glasgow Approach Procedures Changed

The procedures to runways 12 and 30 utilizing the NDB 'MCR' 339 have been canceled by the FAA effective immediately.

The FAA Flight Procedures staff indicated it would be at least six months before the procedures would be reinstated.

We regret this inconvenience. Approaches are still available utilizing the Glasgow VOR 113.9 GGW.



The Roundup NDB building is prepared for the move.

Get the Most from Your VFR Flight Plan

1. To receive VFR search and rescue protection, file a VFR flight plan with an FAA FSS. For maximum protection, file only to the point of first intended landing, and refile for each leg to final destination. When a lengthy flight plan is filed, with several stops en route and an ETE to final destination, a mishap could occur on any leg; and unless other information is received, it is probable that no one would start looking for you until 30 minutes after your ETA at your final destination.

2. If you land at a location other than the intended destination, report the landing to the nearest FAA FSS and advise them of your original destination.

3. If you land en route and are delayed more than 30 minutes, report this information to the

nearest FSS and give them your original destination.

4. If your ETE changes by 30 minutes or more, report a revised ETE to the nearest FSS and give them your original destination. Remember that if you fail to report within one-half hour after your ETA at final destination, a search will be started to locate you.

5. It is important that you CLOSE YOUR FLIGHT PLAN IMMEDIATELY AFTER ARRIVAL AT YOUR FINAL DESTINATION WITH THE FSS DESIGNATED WHEN YOUR FLIGHT PLAN WAS FILED. The pilot is responsible for closure of a VFR flight plan; they are not closed automatically. This will prevent needless search efforts.

6. THE RAPIDITY OF RESCUE WILL DEPEND ON HOW ACCURATELY YOUR POSITION MAY BE DETERMINED. IF A FLIGHT PLAN HAS BEEN FOL-

LOWED AND YOUR POSITION IS ON COURSE, RESCUE WILL BE EXPEDITED.

7. For flight over uninhabited land areas, it is wise to take clothing and survival equipment suitable for the most inhospitable terrain over which you will be flying.

In the unlikely event of a forced landing or mishap, the only things going for you are your flight plan, your ELT, and radio, if operable. (Airlines and the military monitor 121.5.) You also have survival gear and a knowledge of survival techniques with the ability to make practical application of them.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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